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- Between 1 and 30 April 1953 the Soviet-controlled Forwarding agency Transport- und Sreditionskontor Juschmeschtrans, 8 Schillinggasse, Vienna IV, handled a total of 5,102,371 kg of various goods for Czechoslovakia.¹ Out of this total 5,076,081 kg were transported in 273 railroad cars. The total quantity shipped included 4,609,386 kg of imports to Czechoslovakia, 487,419 kg of exports from Czechoslovakia, and 5,011 kg of goods shipped to Czechoslovakia for immediate re-export. These goods crossed the Austro-Czechoslovak border at the following stations:²

Unterretzbach / Satov	3,029,013 kg (59.3%)
Bernhardtsthal / Troclav	911,320 kg (17.8%)
Ordind / Ceske Valenice	764,255 kg (14.98%)
Smrverau / Horni Dvoriste	333,420 kg (6.54%)
Marskegg / Devinska Nova Ves	63,842 kg (1.25%)
Unknown	501 kg (0.01%)
Total	5,102,371 kg (100.00%)

Katrans a.s., the Czechoslovak forwarding agency, 8 Na Forci, Prague II, was the agent for Juschmeschtrans in Czechoslovakia for all these shipments.

- Czechoslovak Imports. In April 1953 Juschmeschtrans transported to Czechoslovakia 32 kinds of materials totalling 4,609,386 kg of which 4,583,651 kg were contained in 251 railroad cars. The total quantity was broken down as follows:

Iron and semi-finished iron goods	2,918,010 kg
Steel and semi-finished steel goods	780,155 kg
Aluminum and semi-finished aluminum products	176,909 kg
Other non-ferrous metals	11,478 kg
Finished metal goods	213,827 kg
Chemicals and technical materials	20,400 kg
Miscellaneous goods	22,526 kg
Total	4,609,386 kg

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These goods originated from the following producers:

	USIA Production	Austrian Production	Western Production	Unknown
Iron	69,184 kg	2,848,826 kg		
Steel	555,534 kg	224,621 kg		
Aluminum	168,427 kg	392,227 kg	16,255 kg	
Other non-ferrous metals	44,584 kg		16,894 kg	
Finished metal goods	112,914 kg	100,318 kg		656 kg
Chemicals & technical material	20,400 kg			
Miscellaneous goods	38,546 kg			
Total	1,009,589 kg (21.90%)	3,565,992 kg (77.37%)	33,149 kg (0.72%)	656 kg (0.01%)

The goods were dispatched from the following railroad stations in Austria:

Vienna, various stations of these		3,566,585 kg
XX, Donaukaibahnhof	2,102,495 kg	
II, Praterkai	756,265 kg	
XX, Nordwestbahnhof	363,174 kg	
XXI, Floridsdorf	111,149 kg	
II, Freudenberg-Harbor	99,840 kg	
XXII, Stadlau	81,470 kg	
II, Donauuferbahnhof	51,226 kg	
A, Ostbahnhof	811 kg	
XXI, Jedlesee	155 kg	
Linz an der Donau (R49/W88)		349,458 kg
Maidhofen an der Ybbs (O48/W26)		317,469 kg
Kapfenberg (O48/W60)		69,847 kg
Mürzzuschlag (O48/W92)		65,619 kg
Amstetten (O49/W27)		54,165 kg
Aflenz (O48/W61)		53,801 kg
St. Pölten (O49/W88)		38,446 kg
Berndorf (O48/X26)		34,100 kg
Enzesfeld-Lindabrunn (O48/X26)		20,434 kg
Lanzendorf-Rannersdorf (P49/X58)		20,400 kg
Krems an der Donau (O49/R80)		18,600 kg
Total		4,609,326 kg

The goods passed through the following Austrian border stations:

Unterretzbach (O49/S05)	(60.88%)	2,805,341 kg
Gmünd (O49/R24)	(16.58%)	764,265 kg
Bernhardthal (P49/S75)	(14.26%)	657,348 kg
Sumerau (O49/O91)	(7.00%)	323,100 kg
Marchegg (P49/S70)	(1.27%)	58,381 kg
Unknown	(0.03%)	511 kg

The goods were to arrive at the following stations in Czechoslovakia:

Breclav (P49/S75)	437,420 kg
Topolcany (P49/T64)	36,763 kg
Devínska Nova Ves (P49/X89)	20,460 kg
Ceske Velenice (O49/R34)	16,410 kg
Brno, Horni nadrazi	1,838 kg
Prague, Lasarykovo nadrazi	101 kg
Undeclared (Prague)	100,418 kg
Total	4,609,286 kg

The following goods were imported:

a. Iron - total quantity delivered in April 1953 which were contained in 147 railroad freight cars. Out of the total of 69,184 kg originated from USIA firms (in the following marked with an asterisk *); the remainder from Austrian

2,918,010 kg

firms. All the iron was consigned by
USIA-Metalcarbon, 2 Brucknerstrasse,
Vienna IV, to Letrans, a.s., Prague,
or its branch office at Breclav, at
the disposal of Metalimex, 34 Stolarska,
Prague II. The actual destination of
iron shipments is in no case known.

Origin:	Vereinigte Österreichische Eisen- u. Stahlwerke (Vöest), Linz a.d.D.	2,848,826 kg
	*Böhler-Werke, Waidhofen a.d.Y.	51,184 kg
	*Schmidthütte, Krems a.d.D.	18,000 kg
Dispatch station:	Donaukanalbahnhof	1,913,460 kg
	Praterkai	440,586 kg
	Linz	313,470 kg
	Freudenau-Harbor	99,840 kg
	Stadlau	81,470 kg
	Donauuferbahnhof	51,184 kg
	Krems	18,000 kg
Border station:	Unterretzbach	2,128,186 kg
	Gmünd	720,640 kg
	Bernhardsthal	51,184 kg
Destina- tion:	Breclav	51,184 kg
	Undeclared (Prague)	2,866,826 kg

The following three sorts of iron were shipped:

(1) Thick Sheet Iron (Grobbleche) 2,848,826 kg
contained in 143 railroad freight cars

Origin:	Vöest
Dispatch station:	Donaukanalbahnhof
	Praterkai
	Linz
	Freudenau-Harbor
	Stadlau
Border station:	Unterretzbach
	Gmünd
Destina- tion:	Undeclared (Prague)

(2) Thin Sheet Iron, Uncoated (Schwarzbleche) 18,000 kg
contained in one railroad freight car

Origin:	*Schmidthütte
Dispatch station:	Krems
Border station:	Unterretzbach
Destina- tion:	Undeclared (Prague)

(3) Band Iron 51,184 kg
contained in three railroad freight cars

Origin:	*Böhler-Werke, Waidhofen
Dispatch station:	Waidhofen a.d.Ybbs
Border station:	Bernhardsthal
Destina- tion:	Breclav

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b. Steel - total quantity delivered in April 1953 780,155 kg
 of which 766,652 kg were contained in
 47 railroad freight cars. Out of the
 total 555,534 kg originated from USIA
 firms (marked with an asterisk *), the
 remainder from Austrian firms. All
 the steel was consigned by USIA-Metal-
 carbon to Metrans, Prague, or one of
 its branch agencies, at the disposal
 of Metalrex, Prague. The actual des-
 tination of steel shipments is in no
 case known.

Origin:	*Böhler-Werke, Waidhofen a.d.Y.	317,469 kg
	*Schoeller-Bleckmann, Ternitz (048/X23)	238,065 kg
	Böhler A.G., Kapfenberg	182,133 kg
	VBest, Linz	36,488 kg
Dispatch station:	Waidhofen a.d.Y.	317,469 kg
	Fraterkai	269,330 kg
	Mürzzuschlag	65,619 kg
	Kapfenberg	64,774 kg
	Linz	36,488 kg
	Donaukaibahnhof	26,475 kg
Border station:	Unterretzbach	536,924 kg
	Sumerau	128,438 kg
	Bernhardsthal	113,125 kg
	Marchegg	1,668 kg
Destina- tion:	Breslav	19,187 kg
	Brno, Horni nadrazi	1,838 kg
	Undeclared (Prague)	759,130 kg

The following five sorts of steel were shipped:

(1) Steel Rods 536,316 kg
 of which 523,060 kg were contained in 29 railroad
 freight cars

Origin:	*Böhler-Werke	291,060 kg
	Böhler A.G.	182,006 kg
	*Schoeller-Bleckmann	63,250 kg
Dispatch station:	Waidhofen	291,060 kg
	Fraterkai	180,482 kg
	Kapfenberg	64,774 kg
Border station:	Unterretzbach	331,997 kg
	Sumerau	128,438 kg
	Bernhardsthal	74,213 kg
	Marchegg	1,668 kg
Destina- tion:	Breslav	19,187 kg
	Brno, Horni nadrazi	1,838 kg
	Undeclared (Prague)	515,291 kg

(2) Steel Sheets 211,148 kg
 of which 210,901 kg were contained in 15 railroad
 freight cars

Origin:	*Schoeller-Bleckmann	158,377 kg
	VBest	36,488 kg
	*Böhler-Werke	16,036 kg
	Böhler A.G.	247 kg
Dispatch station:	Fraterkai	88,848 kg
	Mürzzuschlag	49,181 kg
	Linz	36,488 kg

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Donaukaibahnhof
Waidhofen 20,595 kg
16,036 kg
Destination: Undeclared (Prague)

- (3) Steel Sheet Strips 16,438 kg
contained in one railroad freight car

Origin: *Schoeller-Blochmann
Dispatch
station: Kürzzuschlag
Border
station: Bernhardsthal
Destination:
tion: Undeclared (Prague)

- (4) Steel Forgings (Schmiedestücke aus Stahl) 10,373 kg
contained in one railroad freight car

Origin: *Böhler-Werke
Border
station: Unterretzbach
Dispatch
station: Waidhofen
Destination:
tion: Undeclared (Prague)

- (5) Unspecified Sort of Steel 1,890 kg
contained in one railroad car

Origin: Böhler A.G.
Dispatch
station: Donaukaibahnhof
Border
station: Bernhardsthal
Destination:
tion: Undeclared (Prague)

- c. Aluminum - total quantity delivered in April 1953 576,909 kg
contained in 35 railroad freight cars.
Out of this quantity 168,427 kg originated from USIA firms (marked with an asterisk *), 392,227 kg from Austrian firms, and 16,255 kg from the West. All this aluminum was consigned by USIA-Metalcarbon to Metrans, Prague, or one of its branch agencies, at the disposal of Metalimex. The actual destination is in no case known.

Sorts:

Bars (978 pieces)	55,143 kg
Wire (2,307 rings)	54,565 kg
Powder (67 iron barrels)	9,586 kg
Sheets (17 pieces)	5,970 kg
Ein- und Zweiteiler (sic)	2,553 kg
Unspecified sorts in bundles and pieces	149,092 kg

Origin:	Aluminiumwerke Ranshofen b.Linz	382,641 kg
	*Berndorfer Metallwarenfabrik, Berndorf	168,427 kg
	Imported to Austria by Danzas & Co,	
	Duchs, Switzerland	16,255 kg
	E.Rink & Sohn, 5 Stollg., Vienna VII	9,586 kg
Dispatch		
station:	Nordwestbahnhof	344,331 kg
	Donaukaibahnhof	158,417 kg
	Amstetten	54,565 kg
	Berndorf	10,010 kg
	Fraterkai	9,536 kg

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Border		
station:	Bernhardsthal	327,496 kg
	Sumerau	169,522 kg
	Gmünd	43,460 kg
	Unterretzbach	36,431 kg
Destina-		
tion:	Breclav	344,331 kg
	Ceske Velenice	16,255 kg
	Undeclared (Prague)	216,323 kg

- d. Other Non-ferrous Metals - total shipped in April 1953 61,478 kg
of which 61,419 kg were con-
tained in 5 railroad freight
cars. Out of this quantity
44,584 kg originated from USIA
firms (marked with an asterisk *)
the rest was imported from the
West. Consignor, consignee, re-
ceiver, and destination are the
same as above.

Sorts:		
	Copper rods (94 parcels)	16,835 kg
	Copper and brass sheets (63 cases)	44,584 kg
	Brass tubes (1 case)	59 kg
Origin:	*Berndorfer Metallwerke, Berndorf	24,150 kg
	*Enzesfelder Metallwerke, Enzesfeld	20,434 kg
	Imported by Danzas & Co ^o	16,894 kg
Dispatch		
station:	Berndorf	24,150 kg
	Enzesfeld-Lindabrunn	20,434 kg
	Nordwestbahnhof	16,894 kg
Border		
station:	Unterretzbach	
Destina-		
tion:	Prague, Masarykovo nadržazi	59 kg
	Undeclared (Prague)	61,419 kg

- e. Finished Metal Goods - total quantity shipped in April 1953 213,888 kg
of which 201,715 kg were contained in
12 railroad freight cars. Out of the
total 112,914 kg originated from USIA
firms (marked with an asterisk *) and
100,318 kg from Austrian firms; the
remainder of 656 kg is of unknown ori-
gin.

Dispatch		
station:	Floridsdorf	111,149 kg
	Aflenz	53,803 kg
	Praterkai	36,763 kg
	Kapfenberg	5,073 kg
	Donaukaibahnhof	4,143 kg
	Nordwestbahnhof	1,949 kg
	Ostbahnhof	811 kg
	Jedlesee	555 kg
	Donauuferbahnhof	42 kg
Border		
station:	Bernhardsthal	146,367 kg
	Marchegg	36,763 kg
	Sumerau	25,140 kg
	Unterretzbach	4,566 kg
	Gmünd	155 kg
	Unknown	501 kg
Destina-		
tion:	Topolcany	36,763 kg
	Ceske Velenice	155 kg
	Prague, Masarykovo nadržazi	42 kg
	Undeclared (Prague) ⁴	176,928 kg

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The following 12 kinds were shipped:

- (1) Generator, Disassembled 111,149 kg
24 parcels, shipped in six railroad freight cars
Origin: *Siemens-Schuckert, Engerthstr., Vienna II
Consignor: Unknown
Consignee: Metalirex, Prague
Dispatch station: Floridsdorf
Border station: Bernhardsthal
Destination: Undeclared (Prague)
- (2) Electrode Wire Cutting Press (Elektrodenstranpresse) 36,763 kg
disassembled in 29 parcels, shipped in six railroad freight cars
Origin: *Hydraulik G.m.b.H., 15-19 Herzg., Vienna X
Consignor: Hydraulik G.m.b.H.
Consignee: Investa, Prague
Dispatch st.: Praterkai
Border station: Karchegg
Destination: Topolcany
- (3) Spring Machines 500 kg
contained in 11 parcels
Origin: Unknown
Consignor: Unknown
Consignee: Kotva, Prague
Dispatch st.: Ostbahnhof
Border station: Unknown
Destination: Undeclared (Prague)
- (4) Automobile Spare Parts 1,568 kg
seven cases
Origin: *Austro-Fiat, 72 Brünnerstr., Vienna XXI
Consignor: Unknown
Consignee: Motokov, Prague
Dispatch st.: Nordwestbahnhof
Border station: Bernhardsthal
Destination: Undeclared (Prague)
- (5) Spare Parts for Deep-boring Implements 42 kg
contained in one case
Origin: *Jannemann-Trauzl, 38-40 Scheydg., Vienna XXI
Consignor: Jannemann-Trauzl
Consignee: Investa, Prague
Dispatch st.: Donaufertbahnhof
Border station: Unterretzbach
Destination: Prague, Masarykovo nadržai
- (6) Dredge Spare Parts 3,330 kg
200 pieces contained in four cases
Origin: Böhler A.G.
Consignor: Unknown
Consignee: Metalirex
Dispatch st.: Kapfenberg
Border station: Bernhardsthal
Destination: Undeclared (Prague)

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- (7) Air Compressor (Pressluftmaschine) 1,743 kg
 five cases and 16 parcels
 Origin: Böhler A.G.
 Consignor: Unknown
 Consignee: Metalimex
 Dispatch st.: Kapfenberg
 Border station: Bernhardsthal
 Destination: Undeclared (Prague)
- (8) Steel Wire Cables 53,803 kg
 18 drums transported in four railroad freight cars
 Origin: Johann Weng, Thörl b. Aflenz
 Consignor: Unknown
 Consignee: Metalimex
 Dispatch st.: Aflenz
 Border station: Bernhardsthal 28,663 kg
 Summerau 25,140 kg
 Destination: Undeclared (Prague)
- (9) Ball Bearings 4,143 kg
 contained in 40 cases
 Origin: Steyr-Daimler-Werk A.G., Steyr (049/V96)
 Consignor: Unknown
 Consignee: Metalimex
 Dispatch st.: Donaukanalbahnhof
 Border station: Unterretzbach
 Destination: Undeclared (Prague)
- (10) Precision Roller Chains (Präzisionskollenkettten) 381 kg
 sent as express goods
 Origin: Franz Kohnwieser, 72 Siebenbrunneng., Vienna V
 Consignor: Unknown
 Consignee: Metalimex
 Dispatch st.: Nordwestbahnhof
 Border station: Unterretzbach
 Destination: Undeclared (Prague)
- (11) Spiral Springs 155 kg
 2,200 pieces
 Origin: Floridsdorfer Präzisionsfederfabrik,
 83, Jedleseerstrasse, Vienna XXI
 Consignor: Unknown
 Consignee: Metalimex
 Dispatch st.: Jedlesee
 Border station: Grönd
 Destination: Castle Velenice
- (12) Blank Cartridges for Sport Guns (Platzpatronen f. Flobert-Gewehre) 310 kg
 10 cases
 Origin: Gustav Genschow & Co, 14 Neulingg., Vienna III
 Consignor: Unknown
 Consignee: Metrans, Prague
 Dispatch st.: Ostbahnhof
 Border station: Bernhardsthal
 Destination: Undeclared (Prague)

f. Chemicals and Technical Materials - only one kind was delivered in April 1953:

Bone Pearl Glue (Knochenperleim) 20,400 kg
 contained in one railroad freight car

Origin: Chemische Fabrik Rannersdorf (USIA enterprise)
 Consignor: USIA, Ein- u. Verkauf chemischer Produkte,
 9 Kohlengasse, Vienna IV

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Consignee: Metrans, Devinska Nova Ves, at the disposal
of Cherie u. Fetthandel, Zürich, Switzerland
Dispatch st.: Lanzendorf-Rappersdorf
Border station: Marchegg
Destination: Devinska Nova Ves

g. Miscellaneous Items - only one kind was shipped in April 1953:

Rayon Yarn 38,546 kg
contained in four railroad freight cars

Origin: Glanzstoffwerke, St. Pölten (USIA enterprise)
Consignor: Unknown
Consignee: Metrans, Prague, at the disposal of
Exportag, Zürich, Switzerland
Dispatch st.: St. Pölten
Border station: Bernhardsthal 18,740 kg
Unterretzbach 19,806 kg
Destination: Breclav 18,740 kg
Prague 19,806 kg

3. Czechoslovak Exports. In April 1953 Juschmeschtrans transported from Czechoslovakia to Austria seven kinds of materials totalling 487,974 kg which were contained in 21 railroad cars. All these goods were consigned to USIA enterprises in Austria. The total quantity was broken down as follows:

Finished metal goods 94,194 kg
Chemicals and technical materials 393,780 kg
Total 487,974 kg

These goods were dispatched from the following stations in Czechoslovakia:

Prague, station unspecified 313,401 kg
Most-Zaluzi (N51/F13) 88,120 kg
Ostrava-Kuncice (P50/058) 38,210 kg
Gottwaldov-Zlin (P50/021) 27,533 kg
Gottwaldov-Otrokovice (P50/021) 10,390 kg
Vamberk (051/H00) 10,320 kg
Total 487,974 kg

The goods were shipped through the following Czechoslovak border stations:

Breclav (P49/S75) 254,012 kg
Sarov (049/S05) 223,642 kg
Horní Dvůr (049/Q92) 10,320 kg
Total 487,974 kg

The goods were to arrive at the following stations in Austria:

Vienna XXV, Liesing 177,980 kg
Vienna XXII, Stadlau 171,000 kg
Vienna XXI, Floridsdorf 52,541 kg
Vienna XXI, Jellnersdorf 38,210 kg
Vienna X, Ostbahnhof 37,923 kg
Vienna X, Matzleinsdorf 10,320 kg
Total 487,974 kg

The following goods were exported:

a. Finished Metal Goods - five kinds, total weight 94,194 kg
of which 93,639 kg were contained
in seven railroad freight cars

(1) Accumulator Boxes 37,923 kg
320 parcels, of which 37,370 kg were contained in three
railroad freight cars

Origin: Unknown
Consignor: Motokov, Gottwaldov-Otrokovice
Consignee: Akkumulatorenwerke, 12 Siebenhirtenstr., Vienna XXV-Liesing (USIA)

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Dispatch st.: Gottwaldov-Zlin 27,533 kg
 Gottwaldov-Otrokovice 10,390 kg
 Border station: Unterretzbach
 Destination: Ostbahnhof

(2) Diesel Engines

contained in one railroad car, five parcels

7,739 kg

Origin: Skodovy zavody n.p., Prague
 Consignor: Metrans, Prague
 Consignee: Mannesmann-Trauzl, Vienna XXI (USIA)
 Dispatch st.: Prague, station unspecified
 Border station: Unterretzbach
 Destination: Floridsdorf

(3) Vz. Ketten (sic)

73 pieces, transported in one railroad freight car

10,320 kg

Origin: Un declared
 Consignor: Metrans, Vamberk
 Consignee: Soviet Mineral Oil Administration (SMV),
 Neusiedl a.d. Zaya (P49/S64)
 Dispatch st.: Vamberk
 Border station: Surmerau
 Destination: Matzleinsdorf

(4) Curved Disks to Boring Machine 4-100

contained in one parcel

2.2 kg

Origin: Unknown
 Consignor: Kovo, Prague
 Consignee: Mannesmann-Trauzl
 Dispatch st.: Prague, station unspecified
 Border station: Bernhardsthal
 Destination: Floridsdorf

(5) Disk Wheels

1,400 pieces shipped in two railroad freight cars

38,210 kg

Origin: Nova hut Kl. Gottwalda, Ostrava-Kuncice
 Consignor: Nova hut Kl. Gottwalda
 Consignee: Austro-Fiat, 72 Brünnerstr., Vienna XXI (USIA)
 Dispatch st.: Ostrava-Kuncice
 Border station: Bernhardsthal
 Destination: Jedlersdorf

b. Chemicals and Technical Materials - two kinds, total weight shipped in 14 railroad freight cars

393,780 kg

(1) Molding Sand (Formsand)

contained in 10 railroad freight cars

215,800 kg

Origin: Unknown
 Consignor: Metrans, Prague
 Consignee: Warner-Biro, Vienna XXII (USIA) 171,000 kg
 Hofherr & Schrantz, Vienna XXI (USIA) 44,800 kg
 Dispatch st.: Prague, station unspecified
 Border station: Bernhardsthal
 Destination: Stadlau 171,000 kg
 Floridsdorf 44,800 kg

(2) Methylalcohol

contained in four railroad tank cars

177,980 kg

Origin: Stalinovy zavody n.p., Most-Zaluzi 88,120 kg
 Undeclared 89,160 kg
 Consignor: Cherapol, Prague 89,160 kg
 Stalinovy zavody 88,120 kg

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Consignee: Oesterreichische Wap-Werke (USIA)
20 Seybelgasse, Vienna XXV
Dispatch st.: Prague, station unspecified 89,160 kg
Most-Zaluzi 82,120 kg
Border station: Urterretzbach
Destination: Vienna XXV-Liesing

4. Goods Shipped to Czechoslovakia for Immediate Re-export. Only one item was shipped in April 1953.

Cotton Textures

14 cases and 20 bales, contained in one railroad freight car

Origin: Unknown
Consignor: Letex, Vienna
Consignee: Metrans, Prague
Dispatch st.: Vienna X, Ostbahnhof
Border station: Marchegg
Destination: Devinska Nova Ves

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5.

Handelsaktiongesellschaft intended to export to Jodasta National Enterprise at Kaznejov u Plzne (N50/L05), via Cherapol, Prague, 50 metric tons (four railroad car loads) of raw potassium acid tartrate (Rohweinstein) for which they were in need of an export permit.

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6.

Metrans, Prague, Juschweschtsch or one of their customers was preparing the dispatch of 20,000 metric tons of Diesel oil to Czechoslovakia. This oil was to be re-dispatched from Bratislava (P49/X09) to an unknown destination. On the Prague end, this matter was handled by one (fnu) Vrtiska, an employee of Metrans.

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7. Since the beginning of 1953 Juschweschtrans business has been suffering seriously inasmuch as many outstanding accounts have been coming in but very slowly. By the end of April 1953 three USIA enterprises (Brunner Glasfabrik, USIA Land-u.Forstwirtschaft, and Kaufmännisches Zentralbüro) owed Juschweschtrans a total of about 3½ million Austrian Schillings for freight expenditure. As a result of this Juschweschtrans has continuously been in arrear with its payments to the Austrian Federal Railroads. By the end of April 1953 the sum owed to this enterprise for freight stamps¹⁹ had risen to about 1½ million Schillings. Also the Soviet Mineral Oil Administration owes Juschweschtrans large sums of money. Juschweschtrans' current account with the Soviet Military Bank, Trattnerhof, Vienna I, amounted at the end of April 1953 to 345,000 Schillings, and 2.2 million Schillings were deposited on a special account with the same bank. These figures are about 75% lower than the corresponding sums were twelve months ago.

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- 25X1A 1. [REDACTED] Comment. Juschweschtrans transports between Austria and Czechoslovakia have passed their turning point and rose, in April 1953, to more than 5 million kg, i.e. 150% more than in March 1953. Only imports to Czechoslovakia, however, have increased (almost 300%); exports continued decreasing and reached only about 60% of the March figure.
- 25X1A 2. [REDACTED] Comment. The shift of the bulk of transports from Bohemian to Moravian border stations (more than 77% of the goods passed through Bernhardsthal/Breclav and Unterretzbach/Satov in April 1953) seems to be a permanent phenomenon. This might be in connection with the Czech Government's trend of translocating the centers of industry from Bohemia to Moravia (especially the Ostrava region) and Slovakia.

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